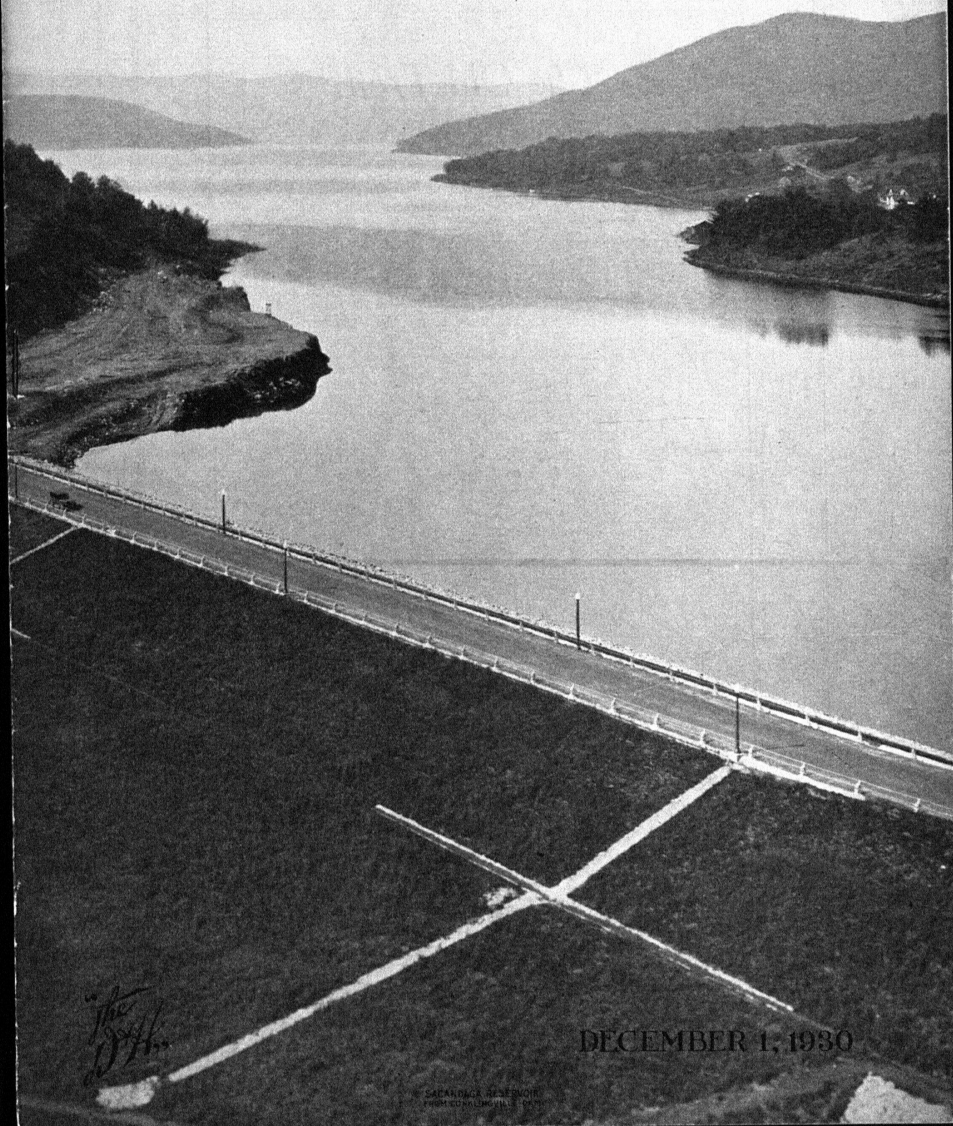


THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN



*The
B.H.*

DECEMBER 1, 1930

SAEADAKA STATION
PUBLISHED MONTHLY

The Old Trail



*All men start out on the beaten path,
On the same old winding trail;
It leads them on from break of day
O'er river, mountain, or dale.
It runs on toward the setting sun
And the never ending night.
Some have failed when the race is done
While others have won their fight.*

*To one life's an endless struggle,
A fight against odds too great;
He lags at last along the way
Blaming his failure on fate.
Hopeless, he sits by the wayside,
Licked by the pace he can't meet;
Night finds him helplessly stranded
Closing his eyes in defeat.*

*Life to the other is pleasure
A game of thrills and delight;
He quickens his pace at midday,
Hastening on ere the night
Find him with work unaccomplished,
No matter what it may be;
Sundown finds him rejoicing in
A glorious victory.*





Pulled Throttles Thirty Years

Susquehanna Division Engineman Preferred Yard Service Though Long On Road

OF all the remarkable escapes from death Delaware and Hudson men have had, none was perhaps more miraculous than that of an engineman at Sanitaria Springs one morning some 30 years ago. A passenger train south-bound, several minutes behind schedule, was moving at a high rate of speed when it swung around the curve north of the station to find a work train occupying the main track. The brakes were applied in emergency, but too late to stop before hitting the riding coach of the work train.

On the passenger train that morning was Engineman MENZO COLYER who was "deadheading" to Binghamton to bring an engine to Oneonta. When he felt the brakes go into emergency he rushed to the front door, intending to jump off if necessary. A brakeman was already on the steps, blocking his way. Mr. COLYER had only time enough to look toward the engine before the trains came to together.

The force of the impact threw the riding coach of the work train clear of its trucks, high in the air, hurled as if it were but a match box, and it fell in a splintered mass of wreckage a short distance from the track. Mr. COLYER and the train-

man rushed forward expecting to find the engineman and fireman dead. Instead, the fireman was walking around on the gangway in a dazed condition, although he was uninjured. They hurried up the steps to look for the engineer to find steam and hot water spraying over an empty seat.

A few minutes later they found him—he had jumped out of the window after applying the brakes, and landed on top of a barrel of tar beside the right of way. Knocked unconscious, he had rolled down on the far side of the barrel which the splintered riding coach now lay across. Had it not been for that barrel the falling car would undoubtedly have crushed the engineer.

This was but one of the many thrilling experiences of Engineman COLYER in his thirty-five years of railroading with the Delaware and Hudson. While most of his term of service was spent in the yard at Oneonta, enough of it was on the

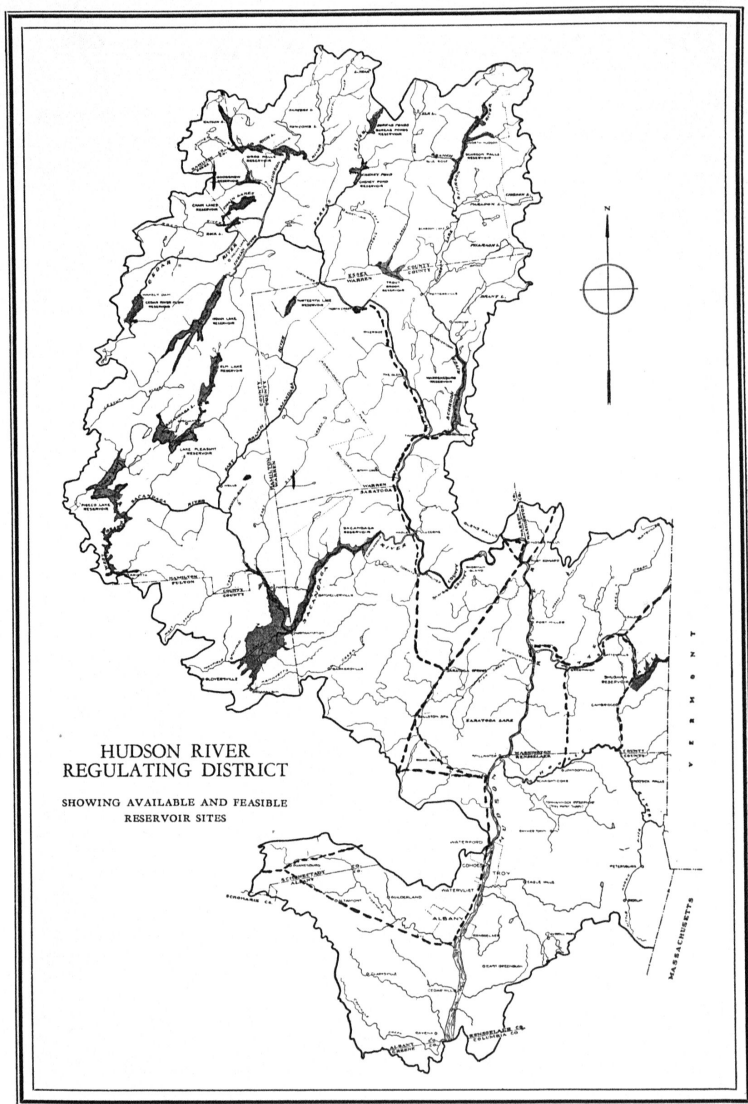
road to give him his share of the excitement which almost invariably attended work on the railroad many years ago.

Mr. COLYER was born in Troy, N. Y., in 1859, the son of a millwright. For many years his

(Continued on page 365)



MENZO W. COLYER



Harnessing the Hudson

*Construction of Conklingville Dam and Sacandaga Reservoir in Lower Adirondacks
Expected to Hold River in Bonds and Help to Make it Rival Niagara
As a Producer of Hydro-Electric Power*

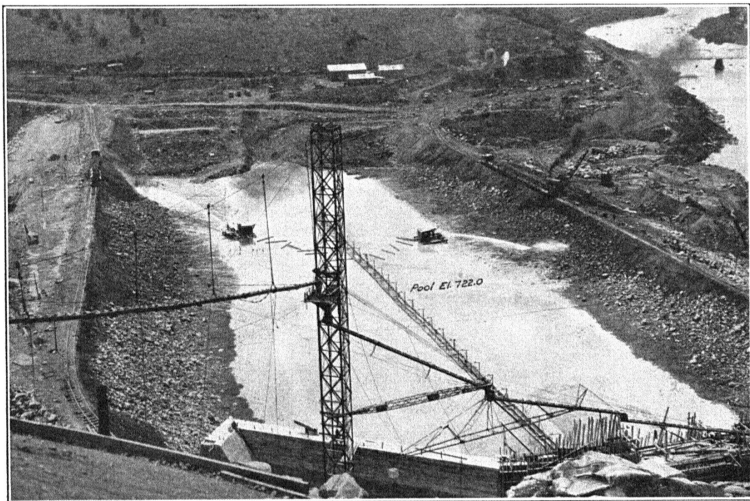
BECAUSE of its vital relation to the industries whose raw materials and finished products form the very life blood which flows, in the shape of traffic, through the steel-ribbon veins of the Delaware and Hudson lines, control of the Hudson River is of interest to all of us.

Public attention has been focused mainly on the water power development phase of the project. Little has been said of its value to numerous paper and pulp manufactories which border the course of the river and its tributaries from Corinth down through Hudson Falls and Fort Edward, to Stillwater and Mechanicville. All of these are benefited by the maintenance of a steady year-around flow of the water which is so vital to their manufacturing processes.

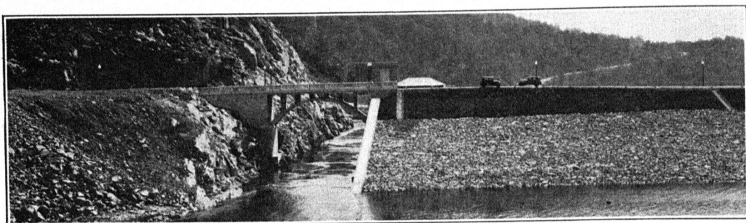
Like the Mississippi, though on a smaller scale, the Hudson River has been accustomed to periodic ramblings beyond the limits of its normal course. On March 28, 1913, there occurred the worst flood in its history, the water rising to a level of 22.4 feet above sea level or over 20 feet above normal in the Capital District. This flood caused damage estimated at over \$1,000,000 in the vicinity of Albany, Troy, and Rensselaer.

The filtration plant of the Albany water supply was rendered inoperative because of being under water and a serious typhoid epidemic resulted, causing loss of life as well as great expense to the city and to individuals. Other floods, though not as disastrous as that of 1913, have occurred at frequent intervals.

That loss from low water is as serious as from floods is not generally realized. Along the upper



Constructing the Dam by Hydraulic Filling



Up-stream Face of Conklingville Dam Showing Spillway and Power House

Hudson River are located hydro-electric plants totalling 260,000 horsepower. In periods of low water their total output is reduced to but 35,000. Production of mills is seriously handicapped. There is also the problem of disposal of waste water from sewers and factories along the river.

Among the first suggestions for the regulation of the flow of the Hudson was a plan submitted to the New York legislature in 1867 by Mr. Samuel McElroy. He proposed the construction of a series of short dams forming reservoirs of great capacity at points in Warren and Essex counties.

Some time afterward Eugene L. Ashley of Glens Falls became interested in developing the water power available in the Upper Hudson.

In this connection the map on page 356 shows the sources of the Hudson and Sacandaga Rivers as well as their relation to the Delaware and Hudson's Adirondack Branch and main line. The rail lines are indicated by heavy dotted lines.

The source of the Hudson River is Lake Tear-of-the-Clouds, from which water flows out through Feldspar Brook into Opalescent River and thence to the Hudson and down to the sea, a trip of 300 miles in all. Below Albany there is practically no fall, this being all tidewater. As Lake Tear is 4,322 feet above sea level, practically this entire drop occurs in the first 150 miles of the

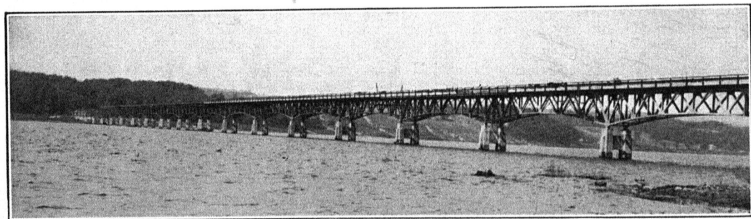
course of the river, and here is where the power must be developed.

Mr. Ashley, the pioneer in water power development in this region, and builder of the Spier Falls dam and power house, proposed the formation of the Sacandaga Reservoir primarily to increase the output of the Spier Falls plant, by the erection of a dam at Conklingville, five miles from the Delaware and Hudson station at Hadley, and about six miles above the point where the Hudson and Sacandaga converge. For many years this site was known as Ashley Falls.

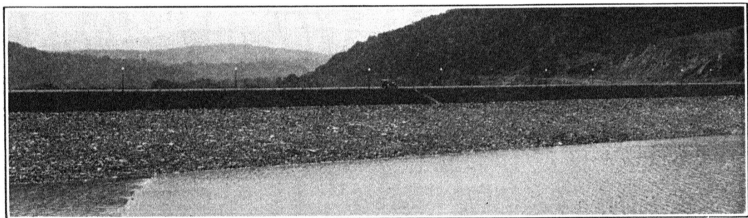
Following the plans outlined by Mr. Ashley, surveys were begun in 1900, with the expectation of raising the timber crib dam then existing 24 additional feet, thus bringing the surface of the reservoir to a height of 740 feet above sea level.

Such a reservoir would have had a storage capacity of 7.8 billion cubic feet. As it was finally built the dam rises to 795 feet above sea level and holds back 37.8 billion cubic feet. To prevent the unsightly and unsanitary conditions which would result from drawing the water down to too low a level, the last forty feet of water is never drawn off. Thus the actual storage capacity is reduced to 30 billion cubic feet.

Aside from preliminary surveys and reports nothing was done until the flood of 1913 aroused the Legislature to action which led to the crea-



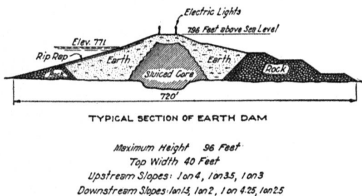
At Batchellerville, Nearly Midway of the Reservoir



Also Stone Paved Dam Surface and Automobile Road Across Top of Dam

tion, in 1922, of the Hudson River Regulating District.

Under the general plan for controlling the river, sixteen storage reservoirs will eventually be constructed on the Hudson, Sacandaga, Schroon, Indian, and Cedar Rivers and their tributaries. The total capacity will be about 80 billion cubic feet at an estimated cost of over \$30,000,000.



The \$12,000,000 Sacandaga reservoir, the largest of the group, was formed by the building, at Conklingville, of a dam 94 feet high. It forms a lake nearly 30 miles long and six miles across at the widest part with an area of 42.3 square miles; practically the same as that of Lake George. The storage capacity is almost enough to completely control the flow of the river.

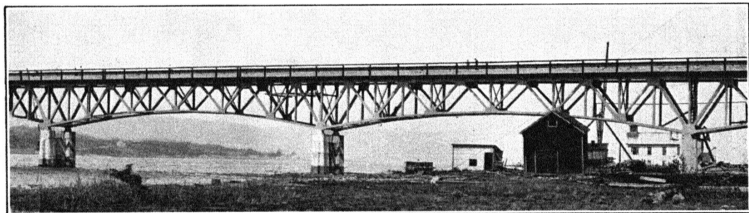
The drought of the past year has demonstrated

the benefits obtainable from the project. In September the flow of the Hudson was more than tripled by the release of stored water from the reservoir. Without it a flow of but 850 second feet (cubic feet per second) would have been available at Glens Falls. Actually 2,900 second feet passed that point all through the month. Maintaining this volume of water for 30 days required the release of 3.9 billion feet which lowered the level of the reservoir only 3.8 feet.

Way back before the time when the glaciers swept down over this part of the globe, perhaps during the cooling of the molten mass which later became the earth we know, a great crack 200 feet deep opened up in the solid granite rock. It was here that the Conklingville dam was constructed.

The accompanying sketch gives an idea of the way in which a dam to hold back such a tremendous volume of water is built. The pressure exerted by water or any other confined liquid acts in a direction at right angles to surfaces with which it comes in contact. For this reason the up-stream surface of a dam has a slope of about one foot in three. Thus the pressure of the water helps to force it downward and hold it in place instead of pushing it down stream with what would be irresistible force against a vertical surface.

(Continued on page 364)



A 21-Span Bridge, 3,000 feet Long, Was Built

Record-Breaking Throng Attends Twelfth

Over Five Hundred Guests at Meeting of Employees and Friends; Banquet, Musical Entertainment

EVERY fall, just about the time the first snow begins to fly, Saratoga Division employees, their families and friends from Albany to Whitehall, turn to Saratoga Springs for the biggest party of the year on the "North End", the Saratoga Division "Get Together" Meeting, held this year on November 6.

Those who were more fortunate than the rest and had been able to dispose of their duties of office and household earlier in the day, gathered at the Masonic Temple at 3 o'clock in the afternoon which was devoted to bridge, euchre, and

five hundred, for which attractive prizes had been offered. Billiards and pool also offered diversion for some.

Then came the "get acquainted hour", from six until seven, when those from the northern points on the Division renewed friendships with Capital District employees with whom they correspond during the year in a business way and yet do not meet personally except at affairs like this. Knots of chatting men and women formed in all parts of the spacious parlor.

Promptly at 7:00 P. M. the doors to the ban-



Twelfth Saratoga Division "Get Together"

Entertainment, Cards and Dancing Feature Elaborate Program of Afternoon and Evening Reunion

quet hall were thrown open and the more than 500 guests, by far the largest party yet, filed into the gayly decorated room. Upon entering the door, dinner tickets were exchanged for attractive souvenirs, the ladies receiving bridge sets, complete with two decks of cards, score pads, and pencils. The men were presented with black leather cases containing military brushes and combs.

The stage, at the far end of the hall, was uniquely decorated with a background of iridescent posters bearing "The D. & H." monogram.

In front of a display of palms and flowers were seated the entertainers who presented a program of music and dancing during and at the close of the banquet.

When all were seated and the photographer's flash had exploded, (copies of photograph may be obtained from C. W. ANTHONY of Superintendent FAIRHEAD'S office at \$1.00 each), the assembly attacked a roast turkey dinner complete in its every detail from the fruit cocktail to the pumpkin pie and after dinner mints.

(Continued on page 365)



The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:

DELAWARE AND HUDSON BUILDING.
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 10

December 1, 1930

No. 23

Honored By Safety Council

A MEMBER of the Delaware and Hudson organization was signally honored by the National Safety Council at the mammoth Convention recently held in Pittsburgh, Pa., when Superintendent of Safety JOHN E. LONG was elected a National Vice President of the organization.

MR. LONG has for many years been active in Accident Prevention work, having previously served as chairman of the Railroad Section of the Safety Council. He is also chairman of the committee on new projects to be undertaken in promoting Safety during the coming year.

Over 7,000 delegates representing various industries throughout the country attended the sessions at one of which Commander R. E. Byrd delivered his first public recital of his adventures in Antarctica. His own motion picture films were shown for the first time at this meeting.

He Thinks

IN commenting on the brilliant sports career of "Bobby" Jones, holder of the open and amateur golf championships of both Great Britain and America, the *Illustrated London News* refers to him as "The Greatest Ever". Jones is the world's champion golfer.

There is no easy road to a championship. Trusting to luck is not what produces winners in the field of sport or yet in business.

Real success can be traced back to HARD THINKING. Hard work is not enough in itself.

The work must be directed by an active brain—yours or another's.

Machines have been built to do nearly every conceivable kind of physical work and even to do away with much elementary mental effort. Thinking and planning, however, can never be done except by the mind function of the brain.

Bobby Jones reached lofty heights of fame because he used his head. He planned each play and then executed it with that skill which comes of long practice.

What is your goal? What do you want to accomplish? Once you know what you want, think about how to get it. Keep thinking about it and go after it. Plan your work then work your plan.

Perhaps you cannot, like Bobby Jones, be "the greatest ever" in your line, but you are sure to be a success.

The Worm Turns!

(An open letter to the president of the Pennsylvania Railroad, reprinted from the *New York Herald Tribune*.)

DEAR SIR: Some time ago I rode on one of your trains from Jersey City to Elizabeth. The conductor, after taking my ticket, placed in my hatband a narrow blue strip with the inscription "Keep in sight until collected".

When I reached Elizabeth I walked from one end of the train to the other. No one collected the strip. Even the baggagemen and trackwalkers ignored it. But I am an obliging and obedient man. Several weeks have passed. I am still wearing the little blue strip, waiting, according to orders, for one of your employees to collect it. It is becoming frayed and worn from the wind and rain. My friends are beginning to make flippancy remarks, and the little children run and point.

And now today, changing the strip from one hat to another, I discover an alarming circumstance. Hidden beneath the hatband was the rest of the sentence. The entire order reads: "Keep in sight until collected AD 6277."

I repeat, sir, that I am an obliging and obedient man, but I say in no uncertain tones that there bounds to even your authority. Must this ticket remain in my family for 4,347 years? Aren't you trying to cover too much territory? I warn you, I can be pushed just so far.

Yours within limits,

P. D. H.

Thirty Eight Claims Paid

Three Months' Group Insurance Benefits Distributed on Claims During August, September, and October, to Beneficiaries of Life Policies, Total \$64,000

DURING the three months of August, September, and October, a total of \$64,200 was paid to the beneficiaries of Delaware and Hudson Railroad employees on thirty-eight Life claims under the Group Insurance Plan. In August there were eleven claims representing a total payment of \$22,800. During September \$14,000 was paid on ten Life Insurance claims. October saw an increase in both the number of claims and the amount paid, there being seventeen claims for a total of \$27,400.

Of the total amount \$4,000 was paid to beneficiaries of employees who died as the result of an accident. An additional \$3000 was paid to the beneficiary of an Engineman under the Engineer's Special Life Insurance Plan.

Individual payments were made as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Anderson, John	Flagman	Cohoes	7-28-30	\$1000
Armstrong, Charles	Telegr.-Clerk	Bainbridge	10-21-30	1600
Belgard, Dominick	Engineer	Plattsburg	8- 2-30	**6000
Bradt, Zadok	Cr. Watchman	Altamont	8-22-30	1000
Cannon, James J. (P)	Cr. Watchman	Cohoes	9- 8-30	1000
Cenname, Frank	Cr. Watchman	West Pawlet	9-18-30	1000
Compton, Charles W.	Conductor	Plattsburg	9-11-30	3000
Cowles, Frank H. (P)	Carpenter	Carbondale	9- 9-30	1400
Crannell, Warren S.	Cook	Carbondale	9-12-30	1200
Curran, Thomas	Cr. Watchman	Albany	9- 6-30	1000
Dougherty, William (P)	Switchtender	Oneonta	10-21-30	1400
Edelman, Philip	Conductor	Delanson	10- 6-30	500
Gardenere, Henry N.	Cr. Watchman	Bainbridge	9-26-30	1400
Guiliani, Enrico	Trucker	Mechanicville	9-10-30	1000
King, John (P)	Cr. Watchman	Saratoga	8-24-30	1000
Knight, William H.	Janitor	Scranton	10- 7-30	1000
Lawson, Joseph	Air Brake Repr.	Oneonta	9-13-30	1600
Loneragan, William F.	Punch and Shear Opt.	Colonie	7-22-30	*2000
Lyman, Peter W.	Laborer	Colonie	9-23-30	1000
McCormack, Patrick (P)	Loco. Cleaner	Saratoga	7-28-30	1200
McInnis, Fred	Car Insp. and Repr.	Whitehall	8-19-30	2000
Merrill, Milton G.	Fireman	Oneonta	7-30-30	2400
Myers, Frank A. (P)	Engineer	Saratoga	8- 4-30	2600
Nicholas, Louis	Cr. Watchman	Parsons	9-20-30	*2000
Rawlins, William	Laborer	Colonie	10-10-30	1000
Rockenstire, William G.	Invoice Clerk	Colonie	9-26-30	1800
Ryan, Edward B.	Storekeeper	Mohawk	8-21-30	2000
Ryan, Edward J., Sr.	Gang Leader	North Albany	8-24-30	2000
Sadler, Frank (P)	Trainman	Troy	10- 3-30	2600
Scott, John H.	Flagman	Saratoga	8-21-30	1000
Serls, Willet	Laborer	Colonie Shops	8-23-30	1200
Sexton, S. Howard	Asst. Yardmaster	Oneonta	10- 8-30	2800
Skinner, Peter	Trackman	Plattsburg	10- 5-30	500
Spencer, Addison M. (P)	Station Agent	Schoharie Jet	10- 2-30	2000
Strong, Ellis	Road Hostler Helper	Nineveh	7-30-30	1600
Tacey, David	Carpenter	Plattsburg	9-16-30	1400
Van Denburg, William	Trainman	Whitehall	9-27-30	*4000
Wygant, William	Machinist	Colonie Shops	10-18-30	1000
Total,				\$64,200

* Includes payment under Accidental Death and Dismemberment Insurance.

** Includes payment of \$3000 under Engineer's Special Life Insurance Plan.

The Delaware and Hudson Railroad Bulletin

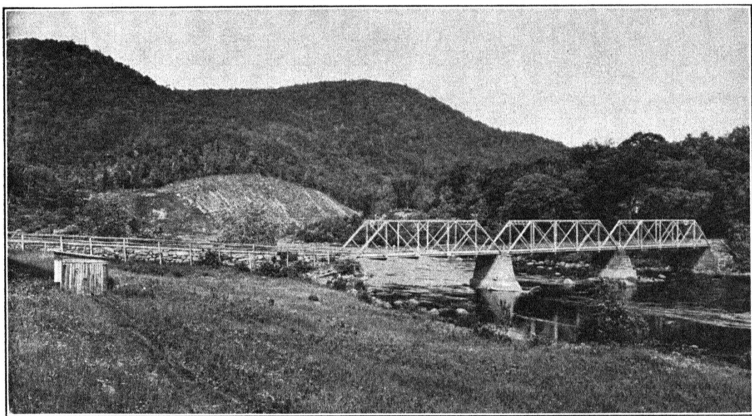
Harnessing the Hudson

(Continued from page 359)

The construction photograph on page 357 shows how the great mountain of earth and rock was raised from the bed of the river to the height of a nine-story building. From two narrow gauge railroad tracks dump cars, bringing material loaded by steamshovels, were emptied from banks at either edge of the dam site. Powerful streams of water washed the dirt down from the banks so that it flowed out toward the center. The tracks were gradually moved closer and elevated as the

merged. New roads for a total of 45 miles were built to link up existing highways and completely encircle the reservoir. Over 12,000 acres of timber lands had to be cleared; 3,800 graves in 26 cemeteries had to be moved to six new cemeteries which were constructed or into existing cemeteries above the shore line of the reservoir.

At the upper end, at Northville, a new 540 foot bridge spans an arm of the lake while at Batchellerville, about midway of its length a bridge of 21 spans totalling 3,000 feet in length had to be built.



This Sort of Country Was Submerged by the Reservoir

work progressed so that a tremendous amount of material was handled in a comparatively short time. To prevent erosion or the washing away of the upper surface of the structure it is protected by a layer of paving stone. Turf serves the same purpose on the lower face of the dam as well as on the upper face above the water level.

Just below the dam a power plant generating 30,000 horsepower has been built by the New York Power and Light Corporation. This is now open to public inspection.

The flooding of such a vast area as is covered by the reservoir involved the destruction or removal of several sizeable communities. Highways and portions of an electric railroad were sub-

Although the first construction work began in 1927, the withdrawal of water due to drought conditions during the past summer has kept the water level down so that the foundation walls of former dwellings and portions of the original highways are visible well out in the reservoir even now. Eventually the area submerged will be nearly twice as great as at present.

In the event that this great reservoir proves able to control the flood situation in the lower reaches of the Hudson, as will undoubtedly be the case, it will have served its primary purpose. Incidentally it is believed that within the next ten years hydro-electric plants constructed along the course of the Hudson will exceed the capacity of the present installation on the American side of the Niagara River.

The "harnessing of the Hudson" will then be an accomplished fact.

(Editor's Note: Grateful acknowledgment is hereby made to Mr. Edward H. Sargent, Chief Engineer of the Hudson River Regulating Board, for the illustrations which accompany this article as well as for his assistance in its preparation.)

Twelfth "Get Together"

(Continued from page 361)

The banquet over, the main program of entertainment began. There were banjo novelty and dance acts by the Hancox Brothers, of Troy, who are so popular with "Get Together" goers. This year they scored an additional hit by accompanying WILLIAM O'BRIEN who sang a number of selections in response to hearty applause.

Miss Rosalind Keefe, of the Keefe Trio, a tiny tot dressed in a pink silk dress and bonnet, soloed the song *Springtime in the Rockies*. She was then joined by the other members of the trio, her older brothers, and together they presented song and dance numbers which were well received.

Little Dominick Patti, a newsboy from Troy, brought down the house with his interpretation of *Mistakes* and encore, *Rockabye Baby Days*. This youngster has already mastered vocal expression to a surprising degree and his encores were only limited by the lack of time.

Miss Margaret Heminway, daughter of DIVISIONAL CAR FOREMAN T. A. HEMINWAY, of the Saratoga-Champlain Division, was also again present with her new dancing partner, Sammy Jones, a "mechanical man" who performed all sorts of evolutions and tap dancing stunts in the hands of his petite mistress.

The closing number, sung by the entire gathering, was a parody on the song *Together*, cleverly written, urging everyone to make the most of the evening, and expressing the hope that this might not be the last of such affairs.

A short pause followed during which the floor was cleared for dancing which continued until the last possible moment before the departure of the special train for Troy and Albany at 1 A. M.

The grand prize of the evening was awarded to EBER E. FENTON of Saratoga Springs. Other awards were made to Mrs. A. M. Callahan, Mechanicville; JOHN ROURK, Albany; E. J. MCCARTHY, Troy; and MICHAEL FUSCO, Fair Haven, Vt.

The winners of the card games, together with the prizes, were as follows: bridge, ladies' first, a pewter fruit bowl, Mrs. A. Iden, of Mechanicville; second, mirror, MISS MARIE H. LA LIBERTE, Watervliet; men's first, cuff links, VERNON

WOOLSEY, Mechanicville; second, fountain pen, S. MACDOUGALL, Whitehall.

Five hundred prize winners were: ladies' first, table lamp, Mrs. Dockendorf, Mechanicville; second, console set, Mrs. Mary Van Buren, Ballston Spa; men's first, scarf, EDGAR GARLING, Saratoga Springs; second, handkerchiefs, WILLIAM H. VAN BUREN, Ballston Spa.

At euchre, the leaders were: ladies' first, kitchen wall clock, Miss Pauline Hall, Mechanicville; second, candy jar, Mrs. Alice Keyes, Ballston Spa; men's first, electric heater, JOHN KEYES, Ballston Spa; and second, bill fold, JACOB GOODHART, Saratoga Springs.

The members of the committee which arranged this, the finest "Get Together" Meeting of them all, were: C. H. KEMP, Chairman, C. W. ANTHONY, Secretary and Treasurer, F. B. KELLEY, M. JENSEN, J. D. CURTIS, F. BARNEY, P. A. HANNAN, J. T. HAYDEN, E. H. DOW, L. G. NICHOLS, W. H. HYDE, C. M. ACKER, S. H. MOSIER, W. J. SCHRAMM, J. T. QUINLAN, J. A. DOHERTY, V. C. WINNEY, A. D. WAGER, N. P. BENWAY, H. C. JEHU, E. E. LONG, G. H. BONVILLE, H. G. STEVENS, W. H. MCINALLY, J. J. HAYES, and O. B. ABEL.

Pulled Throttle Thirty Years

(Continued from page 355)

ancestors on his father's side had been employed at mechanical trades. His grandfather, an ardent patriot, had served three terms under General Washington during the revolution.

While MENZO was still a child his parents moved to Fonda and then to Canajoharie. At that time the milling trade was at its height and work was never lacking. When a better position offered at Fultonville the family moved there. It was at Fultonville that MENZO received most of his schooling.

At the age of fourteen he began to learn the trade of milling and when his father was called away on business he often operated the mill for weeks at a time. When he was nineteen MENZO was running a mill regularly at Schoharie Mills.

By the time he had reached his late twenties the milling trade had begun to decline. As a result he began to look around him for some other occupation. His family was then living near the Susquehanna Division of the Delaware and Hudson, and this seemed to offer just the opportunity he was looking for.

MR. COLYER went to see Mr. Blackall about securing a position, but the latter told him that there were already 65 men on the list looking for similar work. During the course of the conversation the young man made a remark to the

The Delaware and Hudson Railroad Bulletin

effect that if he had brought a letter of recommendation along it might have helped. Mr. Blackall replied that he liked to see a man go through on his nerve once in a while. Not long afterward Mr. COLYER was asked to report to Oneonta for duty.

Most of Mr. COLYER'S firing was done for Engineman Charles Beach, a railroader of the old school. After three years on the left side of the cab, he was given emergency work as engineman until 1893 when he became a regular engineman. Among some papers Mr. COLYER has preserved, is the first train order he received as an engineman, dated March 4, 1892. It read: "Run to Delanson as eighth section thirty-six with signals, not to pass Schenevus without orders."

In those days enginemen were paid by the mile although twelve hours was considered a day's work. As fireman he received \$40 per month. Upon becoming an engineman a man had to run 33,000 miles, which was considered one year's work, at \$.03 per mile. Regular enginemen received \$.035 per mile. Passenger firemen were also paid on a mileage basis at the rate of \$.01¾ per mile.

When the blizzard of '88 struck the Susquehanna Division, Mr. COLYER and Engineman George Smith were on their way from Oneonta to Albany with engine 281 which they were to deliver to the Saratoga Division. Climbing Esperance Hill the snow was coming down at such a rate that it was as dark as night. Down the Albany Branch they proceeded at a snail's pace because the snow was between two and three feet deep. Leaving Oneonta they had been instructed to come back Monday night on the passenger train—the first passenger train to leave Albany after the blizzard was on Thursday night.

During his days as a fireman out of Oneonta, Mr. COLYER says, he did a lot of work "for nothing". It took a lot of energy and patience to shine the three brass bands around the boiler, the bell, the name plate, and the numerous brass

knobs which protruded from the engine. Every Sunday morning he had to go down to the roundhouse with his can of brass-shining compound and work until sundown trying to make the engine appear "shipshape" in the critical eyes of the engineer. If the fireman's work of shining was not satisfactory the engineer would do his best to send the fire up the smokestack on their next trip out.

Mr. COLYER worked on the road until 1906 when his wife was taken ill, from which time he worked in the yards until the time of his retirement. This was only interrupted by a period of eighteen months during which time he was assigned to break in some new passenger and freight locomotives.

At present Mr. COLYER is living with his son at 255 Chestnut Street, Oneonta, N. Y. He is a member of the Delaware and Hudson Veterans Association and the Brotherhood of Locomotive Firemen and Enginemen.

The Funniest Language

I F one is a tooth and a whole set are teeth
Then why shouldn't booth in the plural be
beeth?

If the plural of man is always called men,
Why shouldn't the plural of pan be called pen?
You may find a lone mouse or a whole nest of
mice,

But more than one house is most surely not hice.
A cow in the plural is properly kine,
But a bow if repeated is never called bine.
Then one may be that and two may be those,
Yet hat in the plural would never be hose.
We speak of a brother, and also of brethren,
But though we say mother we never say methren.
The masculine pronouns are he, his, and him,
But imagine a feminine she, shis, and shim!
So English, I fancy, you all will agree,
Is the funniest language you ever did see.

—Boston Transcript.

The Man Who Does Not—

Think, becomes the slave of the man who does.
Save, always pays rent to the man who does.
Trust other men, lives always in a world of fear.
Give his best, never knows the deepest satisfactions of life.
Exhaust himself, never knows the splendid joy of resting.
Have trouble, never makes any growth.
Attempt the impossible, never achieves the possible.

—Rev. Roy L. Smith, D. D.

Clicks from the Rails

"Musical Instinct" Lost

At one time or another railways in different parts of the world have been charged with almost every crime on the statute books, but it remained for a French court in Paris to award damages to the owner of Mary, a trained elephant, for the loss of the animal's "musical instinct" following a train accident. The elephant's lawyer declared that Mary formerly was a tambourine, Barbary organ, and trombone player and could dance the shimmy and tango.

King's Travel Expensive

Every time the British Royal family makes a trip by rail it costs the Crown \$3.20 per mile according to news dispatches from London. The king's frequent visits to Balmoral Castle in Scotland therefore make quite a dent in the royal pocketbook. In addition first class fare is collected for every member of the party. It might be well for the English royalty to follow the lead furnished by President Coolidge in dispensing with his special train in the interests of economy.

Good-Bye Switch Lists

In order to do away with switch lists, the Eastern Railway has installed a battery of electric lights on the wall of its yard control tower at Blainville, France. As each cut goes over the hump, the number of the track they are to go in on is flashed on this wall, the numbers being eight or ten feet high, and clearly visible to the field men and switch throwers in all parts of the yards by day or night.

Profitable Hobby

If you are considering a hobby, it might be a good idea to choose one which will be profitable, such as bee keeping. A swarm of bees recently took possession of a passenger train at Amersham, England, settling thickly in practically every compartment, and routing passengers and trainmen alike. Then along came Arthur Quinley Anvers, Railway Signalman, who is an amateur bee keeper, and, with a wave of his hand, clasping a lump of sugar, induced the bees to leave the train and enter one of his hives.

Longer Engine Runs

Following an experiment conducted with great success last spring, when the Canadian Pacific locomotive number 2808 was operated from Fort William to Calgary over nine divisions, hauling a transcontinental passenger train on scheduled time, and retracing the 1,252 miles with another regular passenger train, the company is preparing to extend the system whereby locomotives will pull trains over several divisions instead over a single division as at present, announces General Manager W. M. Neal, of the western lines. When in regular operation, this system will eliminate the use of nine of the fourteen locomotives now operated on transcontinental runs.

Must Seem Natural

In 1929, Pullman Conductor H. G. Robinson, running between Chicago and New Orleans, conceived the idea of building a "rolling home" on the lines of the cars on which he was employed. The neatly finished product rivals the most elaborate of private cars and is attracting nation wide attention. Inside there is an observation parlor, toilet, kitchen, and sleeping room, the latter accommodating four persons. It is equipped with radio, ice box, chairs, table, dishes, and all other facilities of the most up-to-date home. The only thing now lacking is a motor, which Mr. Robinson expects to have installed by next summer.

Real "London Fog"

Rail officials at Manhattan Transfer, where all Pennsylvania trains are stopped long enough to change from electric to steam locomotives or vice versa, experienced a condition as bad as a London fog recently, when grass fires in the vicinity threw a smoke screen for several miles around. Hand signals could only be given for a limited distance and men had to be stationed at fixed signals to relay the indication to engine-men. Some trains were delayed as long as 45 minutes during periods of heavy traffic. In addition many people suffered extreme discomfort from smoke in their eyes and throats.

Poles Turn "Perishable"

In the winter time when blizzards of snow and sleet howl up through the Mississippi Valley, hundreds and sometimes thousands of telephone and telegraph poles are blown down. This happened recently and it was necessary to send some poles to the stricken area before service could be resumed. A banana special was therefore flagged at a junction point and a car of creosoted poles was tacked on behind the perishables and whisked to its destination in 48 hours whereas, under normal conditions, the same trip would have taken from seven to ten days.

Foreman Skilled Artist

T. M. Davis, foreman painter at the Bayshore shops of the Southern Pacific, San Francisco, paints locomotives and coaches during the day, and at night, when he goes home, for relaxation he paints—locomotives and coaches. But those that he paints at night are on canvas. It is his hobby. Mr. Davis has painted a number of famous trains although he prefers to paint marine views. He has studied in the leading schools of art in the country.

Railroader and Preacher

A railway conductor by summer and a minister of the gospel by winter is the dual role played by H. T. Harper of Mattoon, Ill., and Wilburton, Kansas. The Illinois winters proving too severe for Mr. Harper's health, he gives up his work as an Illinois Central conductor during the colder months and serves as the pastor of a Methodist church in Kansas where he has put up a new church building and built up a thriving congregation.

"Three-County Yards"

The yards of the Chicago, St. Paul, Minneapolis and Omaha in Emerson, Nebraska, probably enjoy the distinction of being the only "three-county yards" in the country. Its tracks begin in Dixon County, run across a portion of Dakota, and terminate in Thurston County, all within the town limits of Emerson.

Nobody's Business ?



NEVER say, "It is nobody's business
but my own, what I do in life."

It is not true. Your life is put into
your hand as a trust for many others beside
yourself. If you use it well it will make
many others happy; if you abuse it, it will
harm many others beside yourself.—

J. M. Pullman.